

### *Regional and Community Growth*

No mitigation is proposed for Regional and Community Growth impacts. The potential for the proposed freeway to induce growth within the city of Spokane and Spokane County can be mitigated by adhering to existing land use plans and policy. Any sprawl-inducing potential of the project can be mitigated by a higher density urban form with fill-in, smaller lot size requirements, and development or redevelopment of high density structures at designated activity centers along the corridors (4-150).

### *Services*

Mitigating measures include early coordination with affected schools, churches, social institutions, fire districts, Spokane Transit Authority, police, railroads, and utility companies to minimize disruptions and maintain access. Noise barriers and buffers will be used, as practicable, to minimize noise impacts to Sheridan Elementary School, Libby Center, and Spokane Community College. Slight adjustments in right of way will be made if necessary and practicable, to mitigate potential impacts to the US West Keystone Central Office and the Libby Center site( 4-150).

### *Pedestrian and Bicycle Facilities*

A new pedestrian crossing is proposed for the Wild Horse/Hillyard area. This is to allow the more direct access currently provided by the path in the same area.

Pedestrian and bikeway paths will be maintained by providing sidewalks on overpasses or viaducts as necessary and where safety allows. Landscaping buffers and sound barriers will be provided near schools to minimize potential land use conflicts, aesthetic impacts, and freeway traffic noise.

A separate bike path on the north portion of the freeway right of way between Freya and Perry Streets will be built to help mitigate the effects of the freeway's encroachment into the remaining neighborhood between the freeway and Sprague Avenue (4-153).

### *Relocation*

All necessary relocations will be made in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended as of the time the project (or any part of it that would result in relocations) is implemented.

WSDOT will prepare a detailed Relocation Plan prior to the commencement of property acquisition within each segment of the project. (This commitment will not necessarily apply to purchases in the public's best interest when WSDOT is approached by the property owner(s)).

Coordination with affected neighborhood and housing groups will be conducted to help identify

residents with special needs (for example, low income, single head of households, elderly, and disabled). Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions, isolation of specific neighborhood areas, and induced land use change will also be conducted early in the process.

To ensure that all of the options applicable to the selected alternative meet NEPA requirements and are in compliance with the Environmental Justice Strategy outlined by Executive Order 12898, WSDOT will take all necessary and reasonable actions to ensure that this project will not result in disproportionately high and adverse health or environmental effects on minority or low-income populations.

In the event that replacement housing is not available within a displaced individual's financial means, WSDOT will commit funds authorized for the project to provide such housing by constructing, relocating, rehabilitating, purchasing, renting, or otherwise financing the acquisition of necessary housing (4-172-175).

#### ***Lead Time/Staged Construction Schedule***

The preferred alternative will displace a large number of homes, apartments, and commercial buildings. Because this project has a 20-year, 6-phase construction schedule, it is anticipated that the lead time will be sufficient to complete the relocation process in an orderly, efficient, and humane manner. No residential occupant will be required to move from his or her dwelling unless a comparable replacement property is made available at least 90 days prior to the date upon which he or she is required to vacate (4-177).

#### **Economic Elements**

##### ***Employment***

No mitigation is required (4-159).

##### ***Tax Revenues***

No mitigation is required (4-159).

##### ***Property Values***

Property purchased for right of way that is residual or excess will be sold in order to return it to productive use. Particularly within industrial and commercial areas, residual properties of adequate size could continue to support productive business uses.

Manufactured housing units would be removed and relocated. Other residential units would be evaluated for possible relocation rather than demolition, to help preserve available housing, particularly low-income housing (4-159).

##### ***Business, Farms, and Not-for-Profit Organization Displacements***

WSDOT will work closely with displaced businesses, farms, and not-for-profit organizations to minimize disruptions caused by moving. WSDOT will provide assistance in locating replacement sites, planning the move, and claiming benefits. WSDOT will do this in cooperation with public agencies or other organizations involved in the planning and economic development for the community (4-176).

WSDOT will coordinate with US West at least five years prior to construction regarding potential impacts to US West's Keystone Exchange central office located within the I-90 C/D right of way footprint. WSDOT will consider shifting the roadway slightly to the north to avoid the Keystone Exchange central office, if practicable and reasonable (4-270).

### **Cultural Resources**

In the unlikely event that cultural resources are encountered during construction, work will be halted in the vicinity pending a review by a professional archaeologist in consultation with the FHWA, Office of Archaeology and Historic Preservation, and any other appropriate agency (S-xxix) (K-44).

### **Hazardous Waste**

WSDOT will conduct the necessary studies during the scoping/design stage to complete any necessary determinations of the extent of hazardous materials contamination along the preferred alternative.

Federal, state, and local government agencies have developed contingency plans in the event of an accidental release or spill of hazardous materials.

The city of Spokane Fire Department Hazardous Materials Response Team (HMRT) would respond to releases or potential releases of hazardous materials on the proposed facilities. The HMRT will coordinate with the WSP, Ecology Spills Response Team, and WSDOT Incident Response Team on releases and remediation (4-222).

WSDOT will follow its Best Management Practices and Hazardous Waste Contingency Plan (Instruction No. 85-48 Hazardous Waste Program) for use of hazardous substances during maintenance operations (4-222).

### **Visual Quality**

All structural elements such as walls, bridges, buildings, and sign bridges will be developed to harmonize with existing structures and other landscape elements that are included in the transportation corridor. The final design will be coordinated with the WSDOT Olympia Service Center's Landscape Architecture Branch (4-236).

Contour grading of the alignment structure and interchange slopes will be used to blend "cuts and fills" into the adjacent landforms. This may include varying slope angles and rounding slope edges near drainage channels and roadside ditches. Where roadway slope construction would result in extensive right of way purchases or visual impacts, consideration will be given to structural solutions such as retaining walls (4-236).



A Roadside Master Plan will be developed to provide guidance during the design process. Native trees, shrubs, and grasses are proposed, to visually soften the structural elements. Some non-native shade trees and/or shrubs may be interspersed among the native plantings to provide continuity and cohesiveness with the vegetation found within the parks and residential neighborhoods bordering the proposed alignment (4-236).

#### **Monitoring and Enforcement**

The Regional Administrator, Washington State Department of Transportation, Spokane, Washington will be responsible for monitoring and enforcing mitigation measures.

The project will require the following permits:

#### **To be filed by WSDOT:**

| <b>Permit</b>                               | <b>Issuing Agency(ies)</b>                       |
|---|--|
| Section 404 Permit                          | U.S. Army Corps of Engineers                     |
| Hydraulic Project Approval Permit (HPA)     | Washington State Department of Fish and Wildlife |
| Flood Control Zone Permit                   | Spokane City or County/Ecology                   |
| Operating Permit for Surface Mining         | Washington State Department of Natural Resources |
| Shoreline Management Permit                 | Spokane County/Ecology                           |
| Temporary Water Quality Modification Permit | Ecology  |
| NPDES Baseline (Storm Water) General Permit | Ecology  |

#### **To be filed by DOE:**

| <b>Permit/Regulation</b>    | <b>Issuing Agency(ies)</b>   |
|-----------------------------|--|
| Water Quality Certification | Issued by Ecology and forwarded to the Corps to be attached to the |

application for the 404 permit.

**To be filed by Contractor:**

**Permit/Regulation**

Water Rights Appropriation

Temporary Air Pollution

New Source Construction

Forest Practices

Building Permit for demolition

**Issuing Agency(ies)**

Ecology

SCAPCA

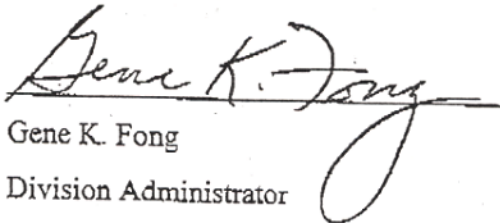
SCAPCA/Ecology

WDNR

City/County Building Department

**Comments on the Final EIS**

There were no comments on the FEIS. EPA was contacted following the publication of the FEIS and had no comments.

  
Gene K. Fong  
Division Administrator

Federal Highway Administration

11/20/97  
Date